4.7 LAND USE, PLANNING, AND RECREATION

This section details the existing land use, planning, and recreation conditions in the vicinity of the proposed project site, outlines applicable land use plans and policies, and summarizes potential land use, planning, or recreation impacts and mitigation measures associated with the proposed Project.

Information in this section is based on, among other sources, the:

- Joint Proposal for the Ellwood-Devereux Coast and the Draft Ellwood-Devereux Coast Open Space and Habitat Management Plan;
- Final Environmental Impact Report (EIR), Comstock Homes Development and Ellwood Mesa Open Space Plan, prepared by the city of Goleta;
- Final EIR, Ocean Meadows Residences and Open Space Plan, prepared by Santa Barbara County (County); and
- Final EIR, Faculty and Student Housing, Open Space Plan, and Long Range Development Plan Amendment, prepared by the University of California, Santa Barbara (UCSB).

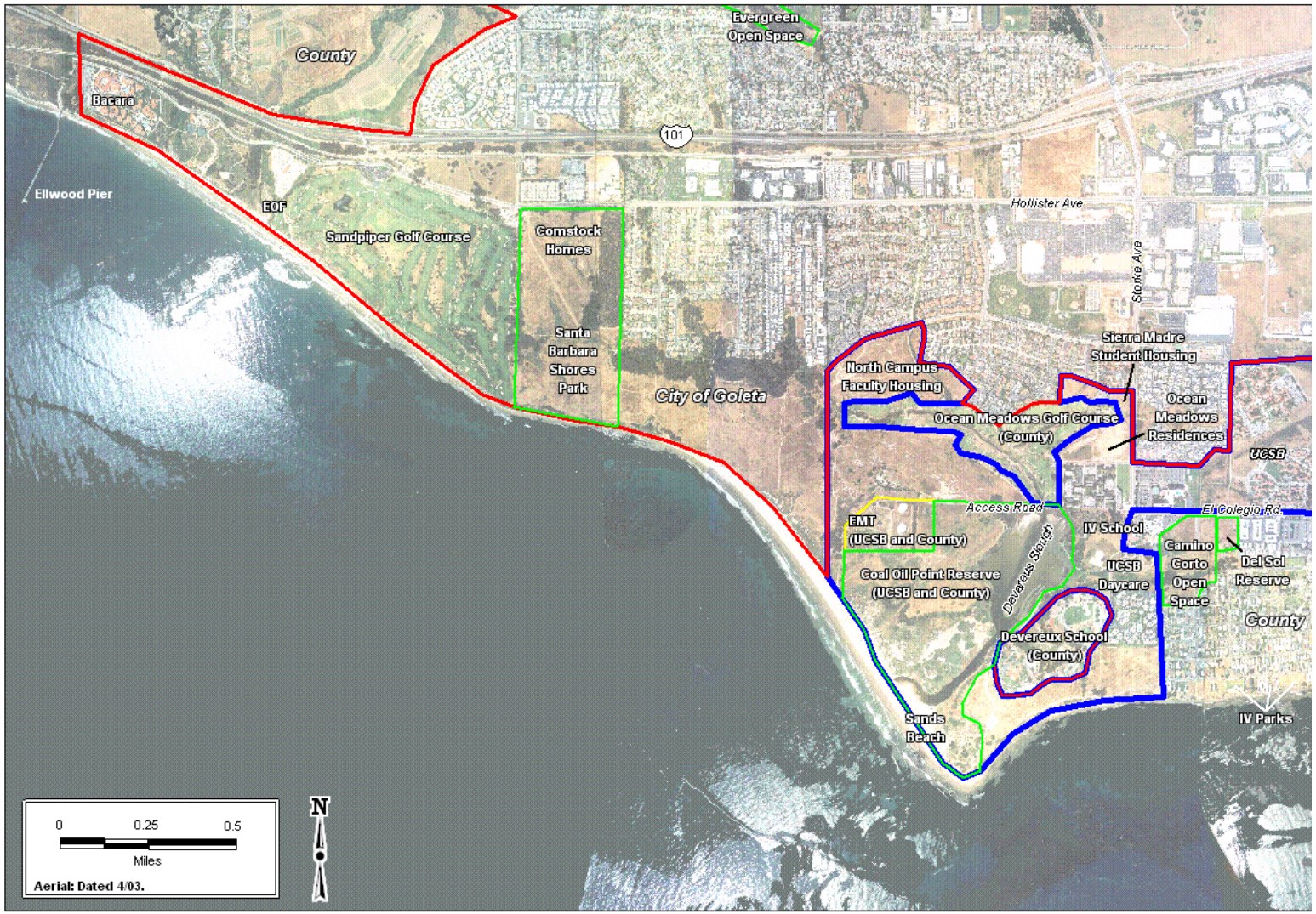
All three Final EIRs have been certified by their respective lead agencies. As of December 2005, the California Coastal Commission (CCC) has not yet approved the coastal elements of these proposed projects.

4.7.1 Environmental Setting

Land Use

The offshore portion of the EMT covers a block of land extending approximately 2,600 feet (792 meters [m]) offshore and consists of 2.9 acres (1.2 hectares) of State sovereign land. The offshore portion, including up to the first valve outside the containment areas surrounding the two storage tanks, is under the regulatory jurisdiction of the California State Lands Commission (CSLC). The onshore portion of the EMT is located within the Coastal Zone of the State of California, on unincorporated Santa Barbara County land owned by UCSB. The 17.5-acre (7-hectares) parcel is south and east of the city of Goleta (see Figure 4.7-1).

Figure 4.7-1
Land Uses and Recreational Areas



The EMT is bounded on the north by open space and by the Ocean Meadows Golf Course approximately 1,200 feet (366 m) north. The nearest existing and proposed residential areas are approximately 1,600 feet (488 m) north and northeast of the EMT (UCSB 2004a). To the east is the Coal Oil Point Reserve, including the Devereux Slough. The site is bordered on the south by coastal dunes, the beach, and the Pacific Ocean. To the west is open space, including a eucalyptus windrow.

The EMT site is located on the Ellwood-Devereux Coast, an area recognized for its unique coastal resources, including sensitive habitats, scenic beauty, and recreational opportunities. This area has recently undergone changes in jurisdiction with the incorporation of the city of Goleta in February 2002. Further, the Joint Proposal for the Ellwood-Devereux Coast and the Ellwood-Devereux Coast Open Space and Habitat Management Plan affect the overarching land use plans for the area.

Joint Proposal for the Ellwood-Devereux Coast and the Ellwood-Devereux Coast Open Space and Habitat Management Plan

Despite the Ellwood-Devereux Coast's significant natural resources, development has been allowed in proximity to sensitive habitat areas and valuable recreational lands. Longstanding development proposals would have continued that pattern of growth, creating islands of development that would fragment open space and habitat. In a collaborative planning effort, Santa Barbara County and UCSB developed the Joint Proposal for the Ellwood-Devereux Coast (Joint Proposal) (Santa Barbara County and UCSB 2002). The Joint Proposal provides for a comprehensive planning approach, to resolve land use and environmental conflicts in the Ellwood-Devereux Coast area, that protects sensitive environmental resources while allowing reasonable development on land under the jurisdiction of each agency.

The Joint Proposal planning area consists of lands within three different land use jurisdictions: UCSB, the city of Goleta, and the County, with each jurisdiction having its own governing land use plans and policies. The Joint Proposal planning area is bounded by Hollister Avenue and the Ellwood and University Village neighborhoods to the north; the Pacific Ocean to the south; Storke Road, Storke Ranch subdivision, and the community of Isla Vista to the east; and the Ellwood Mesa to the west (refer to Figure 4.7-1).

One of the key elements of the Joint Proposal is the Open Space and Habitat Management Plan (Open Space Plan) (City of Goleta et al. 2004). The Open Space Plan reflects the efforts of the city of Goleta, UCSB, and Santa Barbara County to

comprehensively plan the land use of the Ellwood-Devereux Coast to reduce the amount of residential development, relocate development to inland locations away from sensitive coastal resources, and establish a 652-acre (264-hectare) contiguous area along the coast that includes open space and natural reserves managed for public access and natural resource protection.

The overall goal of the Open Space Plan is to protect and enhance the Ellwood-Devereux Coast and to provide for public access compatible with the conservation of its coastal resources. The Open Space Plan describes management goals, policies, and actions to guide management of public access and habitat protection. The primary elements of the Open Space Plan are a trail system and a suite of opportunities to restore sensitive coastal habitats.

The relocated residential developments addressed in the Open Space Plan include the Comstock Homes Development (62 units) in Goleta, Faculty (236 units) and Family Student (151 units) Housing Developments on UCSB's North Campus, North and Storke-Whittier parcels, and the Ocean Meadows Residences (56 units) adjacent to the Ocean Meadows Golf Course. These developments are located approximately one mile (1.6 kilometer [km]), 1,600 feet (488 m), and 2,000 feet (610 m) from the EMT, respectively. These projects, along with others identified in Table 4-1 in Section 4.0, Environmental Analysis, have introduced additional population to the vicinity of the proposed Project.

Governing Land Use Plans

UCSB purchased the parcel containing the EMT in 1994. Prior to that, the land was under the jurisdiction of Santa Barbara County. The Goleta Community Plan (GCP) was adopted by the Santa Barbara County Board of Supervisors in July 1993 as the focused policy document for the unincorporated areas of Goleta, including the West Devereux Specific Plan area, where the EMT is located. Because the area is within the coastal zone, County policies for the area were reviewed and adopted by the California Coastal Commission. Santa Barbara County rezoned the onshore portion of the EMT in the early 1990s to Planned Residential Development, rendering the EMT a legal, non-conforming use (Santa Barbara County 2004c).

With the purchase of the parcel by UCSB in 1994, jurisdictional authority of the land transferred to UCSB. While Santa Barbara County maintains permitting authority over the operations of the EMT, the overarching land use and planning responsibility for the site lies with UCSB.

UCSB is part of the University of California, a constitutionally created entity of the State of California. As a constitutional entity, the University of California is not subject to municipal regulations, such as county and city general and community plans (UCSB 2004a). The University makes land use and open space management decisions under the umbrella of a Long Range Development Plan (LRDP). UCSB's equivalent of a city or county general plan, the LRDP addresses development location and type, open space, sensitive habitat protection and recreation through a series of maps and related policies. Because the campus is wholly located within the Coastal Zone, the LRDP serves as the Local Coastal Plan and requires certification by the CCC. UCSB's LRDP, adopted in 1990 and certified by the CCC in 1991, has had several relatively minor amendments over the last decade (Santa Barbara County and UCSB 2002).

The onshore portion of the EMT is located in the North Campus area of UCSB, which was acquired by UCSB in 1994, after adoption of the 1990 LRDP. In 1998, UCSB prepared an LRDP Amendment to address its North Campus land use plans; however, the LRDP was not forwarded to the CCC for certification. Therefore, the 1990 LRDP remains in effect (Santa Barbara County and UCSB 2002).

The 1998 LRDP Amendment changed the zoning of the EMT parcel to Open Space. With the development of the Open Space Plan, UCSB has revised the LRDP Amendment. The 2004 LRDP Amendment maintains the zoning of the EMT parcel as Open Space, continuing the legal, non-conforming status of the EMT. The 2004 LRDP Amendment has been approved by UCSB and is awaiting certification by the Coastal Commission (UCSB 2004b).

While the EMT appears to conflict with the adopted land use plans governing the site, in addition to seeming incompatible with adjacent land uses, the EMT has a vested right to operate under its existing permits as a legal, non-conforming use (Santa Barbara County 2004a). The EMT was constructed in 1929, when the local land use environment was extremely different than it is today. At that time, a number of oil facilities were located in the Ellwood-Devereux Coast area, remnants of which still exist today. While the presence of the EMT is considered out of place by many, it remains a legal use in the area.

Recreation

The project site is located in a region that, due to its topography and climate, offers a wealth of recreational opportunities. The EMT is surrounded by the open space area of

the Ellwood-Devereux Coast. The combination of acres of ocean bluff-top, varied ecological habitats, scenic ocean and mountain vistas, and miles of beach front attracts many visitors. This is a heavily used, passive recreation area that provides high quality recreational opportunities to the inhabitants of the surrounding areas, as well as of the greater Santa Barbara area and beyond. Passive recreational activities currently take place over most of the area that is accessible to the public (Santa Barbara County 2004b).

The primary recreational activities that currently take place within the open space in the vicinity of the EMT include hiking, biking, picnicking, wildlife viewing, walking/jogging, horseback riding, public boardwalk or trail use, sun bathing, swimming, surfing, surf fishing, dog walking, and photography (Santa Barbara County 2004b).

In September and October 2001, a visitor count and data from a survey questionnaire were gathered by Santa Barbara County staff. Respondents to the survey questionnaire were asked to rank the importance of a variety of the area's uses. Walking was ranked by 78 percent of the respondents as a very important activity, followed by dog-walking, jogging, biking, and sunbathing, with each being ranked as important by about one-third of survey respondents (Santa Barbara County 2004b).

Survey respondents indicate that there are diverse users of the open space of the Ellwood-Devereux Coast. At 30 percent, walkers are the most prevalent user group. The joggers that were counted often use the entire open space area. For a more detailed description of the survey findings, please refer to the Final EIR, Ocean Meadows Residences and Open Space Plan prepared by Santa Barbara County (Santa Barbara County 2004b).

Additional recreational resources in the project vicinity are maintained and operated by a number of entities, including UCSB, Santa Barbara County, city of Goleta, the Isla Vista Recreation and Park District, and private providers.

UCSB Facilities

UCSB is a primary recreational resource for both UCSB affiliates (students, faculty, staff, alumni, and families) and the local community. UCSB provides approximately 77 acres (31 hectares) (9 percent of campus land) for recreational facilities and 108 acres (44 hectares) (13 percent) for landscaped open space. The main concentration of recreational facilities is located in the northwest corner of the Main Campus, which is approximately 3 miles (5 km) from the project site. The Recreation Center and Aquatics

Complex, located in this area adjacent to Rob Field, provides for consolidated recreational, athletic, and administrative facilities (UCSB 2004a).

In addition to landscaped open space areas, the campus also provides access to 2.5 miles (4 km) of coastline from four points on the campus. The campus also provides numerous recreational programs in both academic and non-academic formats. In the decade between 1980 and 1990, UCSB enrollment in the more than 400 recreation classes increased 417 percent, from 3,264 to 13,622 students. Participation in club sports, intramural leagues, recreation classes, and day camps has also increased significantly in the last decade. Stables and horse boarding facilities are also provided on the University's West Campus area (UCSB 2004a).

Santa Barbara County Parks

The County Park Department is responsible for enhancing recreational opportunities, preserving natural resources, and maintaining facilities at County parks and open spaces. In the general vicinity of the project site, the County maintains four public parks for recreational use: Isla Vista Beach Park, Goleta Beach County Park, Del Sol Reserve, and the Camino Corto Reserve. Isla Vista Beach Park is a half-acre (0.2-hectare) park with a lawn area on the bluff for sports and three raised wooden platforms for lounging and enjoying the view. Goleta Beach County Park (29 acres [12 hectares]) is located directly east of the main UCSB campus. The park provides active recreational facilities, such as volleyball courts, horseshoe pits, boat launching, playground equipment, and picnic areas, as well as a restaurant and snack bar. The Del Sol Reserve and the Camino Corto Reserve (33 acres [13 hectares]) are managed by the Isla Vista Recreation and Park District and are dedicated to the protection of biological and cultural resources, vernal pool restoration, and the maintenance of public access and amenities for visitors to the sites (UCSB 2004a).

City of Goleta Parks and Open Spaces

In the general vicinity of the project site, the city of Goleta is responsible for the Santa Barbara Shores City Park, Stow Grove City Park, Lake Los Carneros City Park, and the Evergreen Open Space. These parks and open spaces are managed under contract by the County Parks Department. The Santa Barbara Shores Park, as previously configured, comprises 118 acres (48 hectares) and is located less than one mile (1.6 km) west of the project site. The property boundaries of the park have changed as a result of the Open Space Plan and the approval of the Comstock Homes residential project. Lake Los Carneros (137 acres [55 hectares]) is dedicated as a "natural,

cultural, and historic preserve." It is primarily used for passive recreational purposes. Stow Grove City Park (11.6 acres [5 hectares]) is a developed park with facilities that include group and family picnic areas, volleyball courts, horseshoe pits, playground equipment, lawn areas, and a softball diamond. The Evergreen Open Space is a 3.5-acre (1-hectare) parcel with tennis courts, baseball field, picnic tables, and playground (UCSB 2004a).

Isla Vista Parks

The Isla Vista Recreation and Park District owns and operates 26.75 acres (11 hectares) of property, including both natural open space and developed park facilities. Most of the parks are quite small; the largest developed park is the 1.6 acre (0.7 hectare) Anisq' Oyo Park in the business section of Isla Vista. As a result, most of the park spaces are designed for primarily passive recreational uses and for use by residents of the immediate neighborhood. Although not an Isla Vista Recreation and Park District facility, the Isla Vista Elementary School provides a large recreation area that is heavily used during non-school hours by students and area residents. The recreational facilities at the school, which is located just east of the project site at Storke Road and El Colegio, include a soccer field, playground equipment, basketball courts, and a baseball diamond (UCSB 2004a).

Other Recreational Facilities

Golf Courses

There are two golf courses in the immediate vicinity of the project area: the 67-acre (27-hectare), nine-hole Ocean Meadows Golf Course, located approximately 1,200 feet (366 m) north of the EMT, and the 200-acre (81-hectare), 18-hole Sandpiper Golf Course, which is approximately 1.5 miles (2.4 km) west of the project area. Both courses are open for public use (UCSB 2004a).

Little League

The Goleta Valley Little League operates on Girsch Fields adjacent to the Camino Real Marketplace. These facilities are at the intersection of Pacific Oaks and Phelps Road (UCSB 2004a).

Equestrian Facilities/Opportunities

The Santa Barbara Shores Park currently provides an entry point for equestrian use for the system of interconnected trails in the Ellwood-Devereux open space area (UCSB 2004a).

Tourism

The high-quality coastal recreational opportunities along the Ellwood-Devereux Coast contribute to the attractiveness of the Santa Barbara area as a tourist destination. The natural beauty and recreational amenities of the region support a strong tourism industry in Santa Barbara County.

Tourism is not a standard category in which economic data are collected. Tourism activities generally affect several service sectors through expenditures such as lodging, dining, and special activities. Tourism also generates transportation activity and increases in retail sales. In all these areas there is local demand as well as tourist demand. Tourism is typically defined as any non-routine visit to an area. This definition encompasses business and personal travel in addition to the leisure travel most typically associated with tourism. In the absence of a discrete measure of tourism activity, a number of indicators may be used to estimate the activity (MMS 2001).

Studies to estimate economic activity associated with tourism in Santa Barbara County have been conducted by Dean Runyan Associates (2005) and the UCSB Economic Forecast Project. Total travel spending in Santa Barbara County was $1.22 billion in 2003, a three percent increase from 2002. Local tax receipts associated with tourism for 2003 were $36.4 million, an 8 percent increase from 2002 (Dean Runyan Associates 2005).

While there is no readily available, quantifiable means to separate the coastal-related tourism expenditures from the total expenditures, it can be assumed that the hotels, motels, and visitor-serving businesses located near the shore from the Bacara Resort (2.5 miles [4 km] west of the EMT) to Rincon Point (25 miles [40 km] east of the EMT) support coastal-related tourism activities.

Coastal Areas from the Los Angeles to the San Francisco Bay Areas

This section briefly describes the land use and recreation setting along the Pacific outer coast for the evaluation of the risks associated with oil spills from the barge Jovalan as it transports oil to refineries in the Los Angeles and San Francisco Bay areas. The outer

coast consists of a broad mix of land uses, including undeveloped open coastal areas, wetlands, unique shoreline and coastal resource areas, and areas of concentrated development and urban uses. The conditions of the various areas range from pristine, undisturbed land areas to degraded coastal zones affected by urban development and industrial pollution.

Opportunities for recreation vary along California's shoreline. The coast contains a variety of features ranging from coastal bluffs and beaches to nearby mountains and forests offering a diversity of recreational opportunities for active and passive recreation. The more populated/urbanized areas tend to have more "developed" recreational opportunities, such as maintained trails and facilities, while the less urbanized areas and those in remote locations tend to have more natural settings with "undeveloped" recreational uses. Some of the more pristine areas have been designated as preserves or wilderness. Recreational activities include nature viewing, hiking, biking, camping, and horseback riding, with beaches providing a range of uses, including swimming, picnicking, shore fishing, volleyball, windsurfing/sailing, and surfing. All along the outer coast are fishing piers and berthing and launching facilities for recreational boats; however, the greatest concentrations of these facilities are found in the urbanized areas.

4.7.2 Regulatory Setting

Federal

The Federal Coastal Zone Management Act of 1972, as administered by the State of California, applies to this Project. There are no Federal regulations, authorities, or administering agencies that regulate land use or that are specifically applicable to recreational resources with respect to the proposed Project.

State

California Coastal Act

The California Coastal Act (California Public Resources Code sections 30000 *et seq*.) was enacted by the State Legislature in 1976 to provide long-term protection of California's 1,100-mile coastline for the benefit of current and future generations. Section 30001.5 states that the goals are to:

(a) Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.

(b) Assure orderly, balanced utilization and conservation of coastal zone resources, taking into account the social and economic needs of the people of the state.

(c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.

(d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.

(e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The Coastal Act mandates that local governments and constitutional entities prepare a land use plan and schedule of implementing actions to carry out the policies of the Coastal Act. The policies constitute the standards used by the CCC to determine the adequacy of local coastal programs and the permissibility of proposed development.

Local

UCSB Long Range Development Plan Amendment

The onshore portion of the EMT is located on land leased from UCSB, which makes land use and open space management decisions under its LRDP Amendment. The LRDP Amendment also serves as UCSB's Local Coastal Program. The revised 2004 LRDP Amendment has been approved by UCSB and is awaiting certification by the CCC.

The Coastal Act Element of the LRDP Amendment includes policies and standards that demonstrate consistency of the LRDP Amendment, and projects implemented under the LRDP Amendment, with the statutory requirements of Chapter 3 of the Coastal Act (commencing with section 30200). The LRDP Amendment incorporates the relevant goals and policies of the Open Space Plan.

The LRDP Amendment states that the EMT facilities shall be removed when the current lease expires in 2016, and the natural habitat values of the site shall be restored to a

condition approximating that which existed prior to the initial construction of the facilities (UCSB 2004b).

Goleta Community Plan (GCP)

The GCP is part of the Comprehensive Plan for Santa Barbara County. The GCP provides development policies, including the general type and location of land uses, specifically tailored for the unincorporated Goleta area and identifies measures to implement those policies. All development within the jurisdiction of Santa Barbara County must comply with the policies set forth in the GCP. In addition, those portions of the GCP located within the coastal zone have also been incorporated into Santa Barbara County's Local Coastal Program. The GCP will remain in effect for those areas under the jurisdiction of the city of Goleta until Goleta's General Plan/Local Coastal Plan is approved by the CCC.

While lands under the University's jurisdiction are not subject to the GCP, the University has based its 2004 LRDP Amendment on the County's existing and approved plans to ensure continued consistency with the Coastal Act requirements and CCC approval.

Santa Barbara County Local Coastal Program

The Local Coastal Program (LCP contains the principal land-use policies for development within Santa Barbara County's Coastal Zone. This program, pursuant to requirements of the California Coastal Act (section 30108.5), contains the relevant portion of a local government's general plan, or local coastal element, which indicates the kinds, location, and intensity of land uses, the applicable resource protection and development policies, and a listing of implementing actions. The County's LCP first came into effect in 1982, and has been revised periodically to update policies. The Coastal Land Use Plan (CLUP) represents one component of the LCP, which also includes the Land Use Maps of the Coastal Zone, the Coastal Zoning Ordinance (codified as Article II of Chapter 35 in the Santa Barbara County Code), and the Coastal Zoning Maps (Santa Barbara County 2004b).

The County has incorporated numerous goals and policies into the LCP to ensure conformance with California Coastal Act policies. Some of the most recent of these amendments are intended to update the County's oil transportation policies to bring the policies and ordinances into accordance with present-day circumstances and into consistency with current California law, including the amendments to the California Coastal Act contained in Assembly Bill 16 (AB 16), which was adopted in 2003. These

amendments would revise several sections of the Coastal Plan and Land Use Element of Santa Barbara's Comprehensive Plan, and sections of the Coastal and Inland Zoning Ordinances (Articles II and III, Chapter 35, Santa Barbara County Code) (Santa Barbara County 2005).

In October 2004, the County Board of Supervisors approved amendments that would update the County's policies and regulations to require that all oil produced from offshore reserves be transported by pipeline, consistent with current California law. The amendments would also repeal policy and ordinance provisions that allow construction or expansion of marine terminals. The proposed amendments do not apply to onshore producers, would not affect current offshore operation, and would not infringe on the vested rights of Venoco, the operator of the EMT, the only remaining marine terminal in the County (Santa Barbara County 2004a).

Only one facility in Santa Barbara County, the EMT, does not already transport oil by pipeline. The EMT operates as a legal, non-conforming use with a vested right to ship oil consistent with existing permit throughput levels. If Venoco were to pursue increased throughput above currently permitted levels, that project would fall outside the existing permits and, therefore, pipeline transport would be required under the proposed amendments (Santa Barbara County 2004a).

The proposed coastal-related amendments to the LCP have been submitted to the Coastal Commission for certification. As of December 2005, the CCC hearing has been postponed to allow time to address issues raised by the Western States Petroleum Association.

Santa Barbara County's Coastal Zoning Ordinance Division 10, section 35-160 (*et seq*.) prescribes what changes and activities may occur to a legal, non-conforming facility. The intent of this section is to permit non-conforming uses to continue until they are removed, but not to encourage their survival. In addition, subject to very limited exceptions, its intent is to prevent non-conforming uses and structures from being enlarged, expanded or extended, or being used as ground for adding other structures or uses prohibited elsewhere in the same district. Section 35-161.7 states that the need may exist to improve the safety or reduce the environmental effects of certain non-conforming industrial uses by allowing minor changes that could result in minor enlargements, extensions, expansions or structural alterations. A Limited Exception Determination may be granted for minor changes provided that the improvement

- Has a demonstrable public health and safety, or environmental benefit;

- Does not result in any new unmitigated significant environmental impacts;
- Does not result in an increase in the overall intensity of use beyond the existing permitted use;
- Does not extend or expand the existing developed industrial site boundary within a parcel;
- Does not result in an expansion or extension of life of the non-conforming use due to increased capacity of the structure, or from increased access to a resource, or from an opportunity to increase recovery of an existing resource. Any extension in the life of the non-conforming use affected by the improvement results solely from improved operational efficiency and is incidental to the primary purpose of improving public health and safety or providing an environmental benefit;
- Does not allow for processing of new production; and
- If prior Limited Exception Determinations have been made for the same non-conforming use under this section, the successive Limited Exception Determinations cumulatively provide a public health and safety, or environmental benefit.

In addition, Santa Barbara County Ordinance 2919 is Venoco, Inc.'s Operating Permit for the Ellwood Onshore Facility and the Ellwood Marine Terminal and is the equivalent of a development plan.

4.7.3 Significance Criteria

Land use and recreational impacts will be considered significant if the Project would result in:

- Conflicts with adopted land use plans, policies, or ordinances, including the Ellwood-Devereux Coast Open Space and Habitat Management Plan;
- Conflicts with planning efforts to protect the recreational resources of the project area;
- Incompatible adjacent land uses as defined by planning documentation; or

- Residual impacts on sensitive shoreline lands, and/or water and non-water recreation due to a release of oil.

4.7.4 Impact Analysis And Mitigation

Impact LU-1: Accidental Oil Releases Could Affect Recreational Activities

A number of sensitive habitats and high quality recreational resources are located within the potential area that would be impacted by the spread of oil from an accidental release. Shoreline and water-related uses would be disrupted by oil on the shoreline and in the water and would result in significant impacts (Significant, Class I).

Impact Discussion

Impacts from accidental oil releases could degrade the environment and preclude the use of beach areas, associated recreational activities and educational opportunities (at the Coal Oil Point Reserve). The degree of impact, however, is influenced by many factors including, but not limited to, spill location, spill size, type of material spilled, prevailing wind and current conditions, the vulnerability and sensitivity of the resource, and response capability.

Spill risk is addressed in Section 4.2, Hazards and Hazardous Materials. The greatest risk of spills occurs at the EMT, where small spills could occur during normal operations, as well as from leaks at pipe fittings and valves. The capability to immediately respond and deploy appropriate containment booming would also influence the extent of affected area. Response capability is analyzed in Section 4.2, Hazards and Hazardous Materials.

As discussed above, the project area provides high quality recreational opportunities for the local populace and visitors. Shoreline and water-related uses would be disrupted by oil on the beach and in the water. While not readily quantifiable, it is clear that a coastal spill could significantly affect coastal recreation and tourism, resulting in lost commercial recreation and tourism revenues. Sections 4.1, Geological Resources; 4.3, Air Quality; 4.4, Hydrology, Water Resources, and Water Quality; 4.5, Biological Resources; 4.6, Cultural, Historical, and Paleontological Resources; and 4.11, Aesthetics/Visual Resources all discuss in detail the effects of a spill on the local environmental resources.

Because it is impossible to predict with any certainty the potential consequences of spills, impacts are considered to be significant (Class I), because severe spills could have residual impacts that could affect the beach and/or recreational uses.

Mitigation Measures

Implementation of those measures identified in Sections 4.1, Geological Resources; 4.2, Hazards and Hazardous Materials; 4.4, Hydrology, Water Resources, and Water Quality; and 4.5, Biological Resources, for contingency planning and spill response.

Rationale for Mitigation

See cited Sections.

Residual Impacts

Even with implementation of mitigation measures for oil spill impacts, land- and water-related recreational uses may be impacted from large spills and impacts would remain significant (Class I).

Impact LU-2: Oil Spills from the Barge Jovalan in Transit

Spills that reach shore along sensitive land use areas or heavily used areas, including recreational areas, would limit or preclude such uses and result in significant adverse impacts (Significant, Class I).

Impact Discussion

Depending on spill size and location, a spill could affect other shipping and boating in the vicinity of the spill and within its area of spread. Further, depending on wind and current conditions and the size of the spill, shoreline and land- and water-recreation uses could be affected. Oil spill modeling was conducted and is presented in Section 4.2, Hazards and Hazardous Materials and Appendix C. The modeling was based on various scenarios of spill size, wind, tide, and current conditions and shows the potential extent of oil spread. Given the right conditions, most shoreline areas are vulnerable.

Spills that reach the shore would limit or preclude current uses of the area and would result in significant adverse impacts (Class I). Sections 4.1, Geological Resources; 4.3, Air Quality; 4.4, Hydrology, Water Resources, and Water Quality; 4.5, Biological Resources; 4.6, Cultural, Historical, and Paleontological Resources; and 4.11,

Aesthetics/Visual Resources all discuss in detail the effects of a spill on coastal environmental resources.

Because it is impossible to predict with any certainty the potential consequences of spills, impacts are considered to be significant since severe spills could have residual impacts that could affect the beach and/or recreational uses (Class I).

Mitigation Measures

Implementation of those measures identified in Sections 4.2, Hazards and Hazardous Materials; 4.4, Hydrology, Water Resources, and Water Quality; and 4.5, Biological Resources, for contingency planning and spill response.

Rationale for Mitigation

See cited Sections.

Residual Impacts

Even with implementation of mitigation measures for oil spill impacts, land- and water-related recreational uses may be impacted from large spills and impacts would remain significant (Class I).

Table 4.7-1
Summary of Land Use and Recreation Impacts and Mitigation Measures

Impact (Impact Class)	Mitigation Measures
LU-1: Accidental Oil Releases Could Affect Recreational Activities (Class I).	Implementation of those measures identified in Sections 4.1, Geological Resources; 4.2, Hazards and Hazardous Materials; 4.4, Hydrology, Water Resources, and Water Quality; and 4.5, Biological Resources, for contingency planning and spill response.
LU-2: Oil Spills from the Barge Jovalan in Transit (Class I).	Implementation of those measures identified in Sections 4.2, Hazards and Hazardous Materials; 4.4, Hydrology, Water Resources, and Water Quality; and 4.5, Biological Resources, for contingency planning and spill response.

4.7.5 Impacts Of Alternatives

No Project Alternative

Under the No Project Alternative, Venoco's lease would not be renewed and the existing marine terminal would be subsequently decommissioned with its components abandoned in place, removed, or a combination thereof. Under the No Project Alternative, an alternative means of crude oil transportation would either need to be in place prior to decommissioning of the EMT or production at Platform Holly would cease. It is more likely, however, that under the No Project Alternative, Venoco would pursue alternative means of traditional crude oil transportation such as truck transportation or a pipeline. As a result, land use or recreational impacts would not change from current conditions under this Alternative until operations at the EMT cease.

Land use and recreational impacts, both positive and negative, could result from subsequent abandonment or removal of the EMT and the proposed new method of oil transportation; however, the significance of these potential impacts would not be known until the applications are submitted and the appropriate environmental reviews are conducted.

Truck Transportation

If this alternative means of crude oil transportation is selected, the produced oil would be shipped by trucks from the EOF to the Carpinteria Oil and Gas Processing Facility and then to the Los Angeles area via pipeline instead of being shipped by barge through the EMT.

A truck loading rack would be constructed at the EOF to accommodate the necessary truck loading requirements. A truck unloading rack would be required at the Carpinteria facility to transfer crude oil from the truck to an existing storage tank at the facility. The crude oil would be co-mingled with production from Venoco’s Carpinteria facility and transported via pipeline to Los Angeles area refineries.

Construction of the loading and unloading racks would occur in each facility’s fenced area; no additional land would be required. Construction and operation of the loading and unloading racks would be consistent with the existing industrial operations at the facilities and would not result in a change in land use or affect offsite uses. No land use or recreation impacts would be expected under this Alternative.

Pipeline Transportation

This alternative method of crude oil transportation would involve the construction of an onshore 10-inch-diameter (25.4-centimeter [cm]) crude-oil pipeline from the EOF to the Plains All American Pipeline (AAPL) at Las Flores Canyon. The proposed 10-inch-diameter (25.4-cm) pipeline would cross under Highway 101 near the EOF and run parallel to the north side of the highway for approximately 10 miles (16 kilometers [km]) to Las Flores Canyon. At Las Flores Canyon, the pipeline would run a short distance up the canyon to the AAPL pipeline pump station that is located at the ExxonMobil Santa Ynez Unit (SYU) oil and gas processing facility. The Venoco Pipeline would tie in directly to the AAPL and would not utilize any of the ExxonMobil SYU storage tanks. The pipeline would be installed along Calle Real, which runs parallel to Highway 101 north of the highway. Since Calle Real does not run the entire length of the proposed pipeline route, the pipeline would also cross a few stretches of private ranch/agricultural roads that parallel Highway 101.

All the appropriate approvals and access to private land would be obtained prior to construction. Installation and operation of the pipeline would not conflict with adopted land use plans, policies, or ordinances or be incompatible with adjacent land uses or affect recreational uses. No impacts to land use or recreation would be expected under this Alternative.

4.7.6 Cumulative Projects Impact Analysis

Impacts from the proposed Project were assessed in conjunction with the cumulative projects identified in Table 4.1.

LU-3: Oil Spills from Vessels in Transit along the Coast

Impacts to sensitive shoreline lands, and/or water and non-water recreation due to a release of oil would result in potentially significant impacts. When the cumulative environment is considered, the contribution from the proposed Project could be significant (Class I).

Impact Discussion

No impacts from the proposed Project's routine operations would contribute to impacts to the cumulative environment. The proposed Project and other projects in the region have the risk of a potentially significant oil spill. Over the lease renewal period, increased throughput would occur through the EMT, requiring increased barging. An

incremental increase in spill risk and oil spill risks to land uses and recreational uses would be associated with that increase. Other projects would contribute to the spill risk, exacerbating an already significant impact. When the cumulative environment is considered, the contribution from the proposed Project adds to the cumulative risks of an oil spill. Impacts to sensitive shoreline lands, and/or water and non-water recreation due to a release of oil would remain potentially significant (Class I).

Mitigation Measures

Implementation of those measures identified in Sections 4.2, Hazards and Hazardous Materials; 4.4, Hydrology, Water Resources, and Water Quality; and 4.5, Biological Resources, for contingency planning and spill response would be required.

Rationale for Mitigation

See cited Sections.

Residual Impacts

Impacts would remain significant (Class I).